



Every Mile Counts

Multi-Agency Work Plan 2025-2027



February 2025

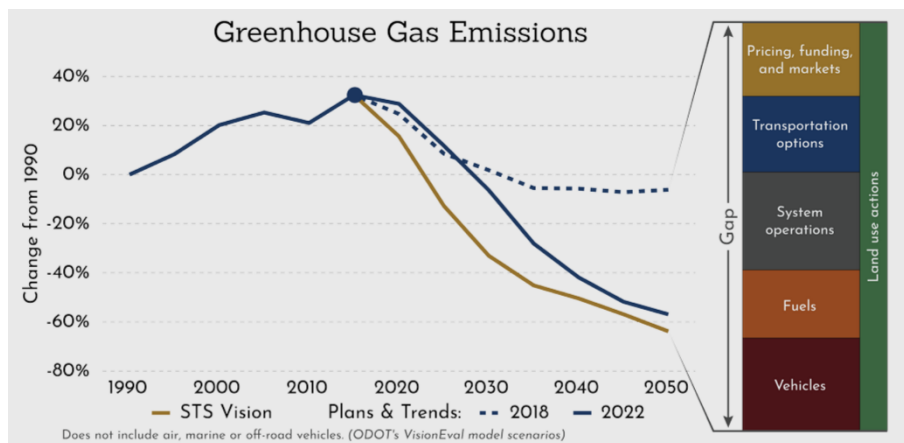
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EXECUTIVE SUMMARY

Every Mile Counts is a multi-agency partnership between Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (DOE) to collaborate on actions to implement the *Oregon Statewide Transportation Strategy: A 2050 Vision For Greenhouse Gas Reduction* to reduce greenhouse gas (GHG) emissions from transportation and bring Oregon closer to achieving the emission reduction goals.

The Every Mile Counts Work Plan for 2025-2027 is a collaborative effort to identify actions that implement the Statewide Transportation Strategy (STS) and help to achieve the state's greenhouse gas emissions reduction goal of 80% below 1990 levels by 2050. The state's policies are pointed in the right direction, but more work is needed to implement those policies to meet the goal.



2023 Estimated Greenhouse Gas Emissions Reductions from the Oregon Transportation Emissions Website

Each vehicle trip by Oregonians produces greenhouse gas emissions. Oregon state agencies use land use laws, incentives and policies to support reductions in the number of driving trips people take, and how far they drive each trip. Cleaner vehicle miles produce low or no greenhouse gas emissions. This requires replacing conventional vehicles with zero emission vehicles, such as battery electric vehicles, or replacing the type of fuel used to power those vehicles.

To implement the STS vision, agencies identified the objectives of **Reduce Vehicle Miles Traveled per Capita** and **Cleaner Vehicles and Fuels** to guide the 2025-2027 work plan. In support of these objectives ten collaborative actions were identified for the work plan to reduce transportation emissions:

- Oregon Energy Strategy
- Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning
- Zero Emission Vehicle (ZEV) Strategy for Oregon
- Climate Pollution Reduction Grant Transportation Implementation and Coordination
- Voluntary Trip Reduction Update
- Greenhouse Gas Quantification Handbook
- Climate-Friendly and Equitable Communities Implementation
- Metropolitan Greenhouse Gas Target Rules Review
- Oregon Transportation Emissions Website
- Funding Handbook for Local Governments

The objectives and actions in the work plan are balanced with other goals such as economic development and equity. Agencies recognize the negative consequences of a changing climate are not endured the same way across the Oregon public. Every Mile Counts agencies will work to identify, address, and integrate diversity, climate justice and equity throughout STS implementation efforts. Many of the actions identified in this document will have co-benefits far beyond GHG emissions reduction, such as improved health, and reduced traffic congestion.

The actions included build on the emissions reductions efforts previously completed by the agencies. Agencies are committed to undertaking the actions and tasks described in support of reducing statewide GHG emissions from transportation while improving equitable outcomes. The actions described in this work plan will be sequenced over 2025-2027 and most actions are expected to be completed in this time frame. The work plan includes actions above and beyond work underway or planned by the agencies and represents a substantial effort toward reducing GHG emissions from transportation. Additional funding or staffing needs above and beyond what is included in this document may be needed. As such, agencies commit to redirecting staff and financial resources as needed to prioritize implementation. The actions chosen for this work plan will be leveraged with and complement the other individual agency work. Efforts will also be needed by local jurisdictions, the private sector, and the public to see significant transportation sector emission reductions.

While the actions in the work plan represent a set of coordinated actions of the Every Mile Counts agencies, this is only a portion of the work needed to achieve the state greenhouse gas emissions reduction goals and implement the Statewide Transportation Strategy. There are many additional actions needed, which will be the focus of future joint work plans that ODOT, DOE, DLCD, and DEQ are committed to developing every two years. In addition, agencies are also pursuing or identifying climate actions which fall primarily under their implementation authority alone. The agencies will meet regularly and update the work plan with continued and new actions to reduce transportation's carbon footprint, and to demonstrate an ongoing long-term commitment to reducing transportation emissions and addressing the climate crisis.

More information about Every Mile Counts partnership and additional resources can be found on <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>.



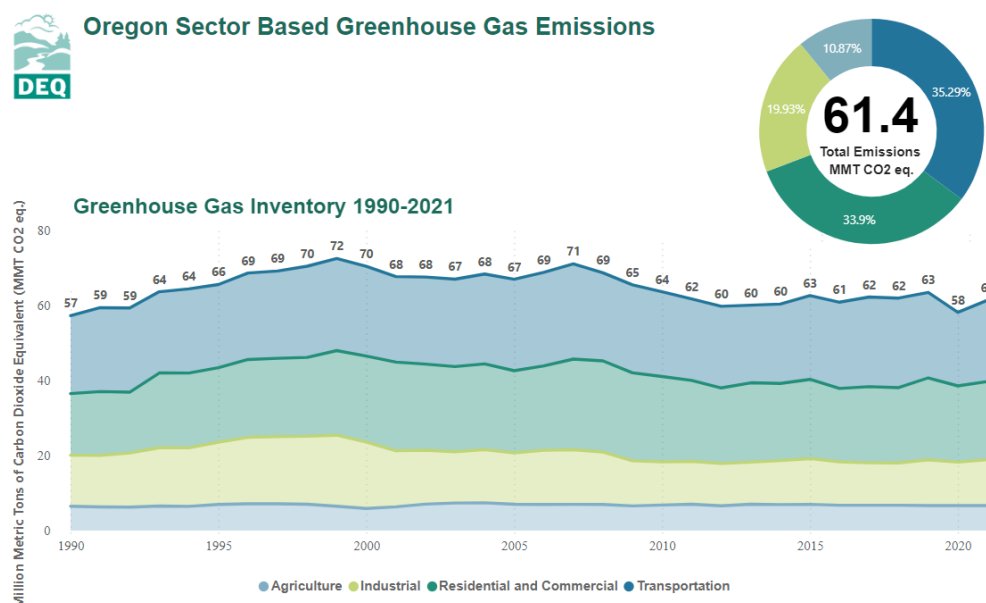
Photo: Oregon Department of Transportation

INTRODUCTION

Every Mile Counts is a multi-agency partnership between Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (ODOE) to collaborate on actions to implement the *Oregon Statewide Transportation Strategy: A 2050 Vision For Greenhouse Gas Reduction* to reduce greenhouse gas (GHG) emissions from transportation and bring Oregon closer to achieving the emission reduction goals.

The Every Mile Counts work plan is a collaborative effort for the partner agencies to identify actions that implement the Statewide Transportation Strategy and reduce greenhouse gas emissions from the transportation sector. The basis for the collaborative actions in the work plan is the Statewide Transportation Strategy (STS), Oregon's roadmap for reducing emissions from the transportation sector. The work plan is a coordinated strategic plan to reduce transportation related emissions that seeks to align with federal, state, and local efforts.

Oregon is experiencing extreme weather events and climate change related consequences that are projected to become more widespread and severe in the coming decades. Drier and hotter conditions will intensify wildfire risk. Fires will be more frequent, larger, and more destructive. Floods will be more frequent and severe, and their "footprint" will expand in and beyond areas currently affected. Fire followed by floods brings its own set of perils, including landslides. Winter weather conditions and atmospheric river events already cause significant safety concerns and contribute to transportation delays and closures. These are expected to become more intense, increasingly variable, and harder to predict. Burning fossil fuels for transportation produces greenhouse gas emissions. In Oregon, greenhouse gas emissions from transportation were about 35% of total emissions in 2021 and represent the largest sector of emissions.¹



¹ [Oregon Greenhouse Gas Sector-Based Inventory Data](#)

Figure 1: Oregon Greenhouse Gas Emissions by Sector 1990-2021

Oregon has been engaged in reducing emissions for almost two decades. The legislature set a state greenhouse gas reduction goal of at least 75 percent below 1990 levels by 2050², which was increased through Executive Order to 80% below 1990 levels by 2050.³ This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While significant progress has been made, more work is needed to achieve Oregon's emissions reduction goals. The Every Mile Counts partner agencies are committed to achieving these goals and meeting Oregon's legislative mandates for transportation emissions reduction.

This work plan covers the years of 2025-2027. The actions included build on the emissions reductions efforts previously completed by the agencies. The four agencies are committed to undertaking the actions and tasks described in support of reducing statewide GHG emissions from transportation while improving equitable outcomes. The agencies will meet regularly and update the work plan with continued and new actions to reduce transportation's carbon footprint, and to demonstrate an ongoing long-term commitment to reducing transportation emissions and addressing the climate crisis.

STATEWIDE TRANSPORTATION STRATEGY

The [*Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction*](#) (STS) serves as the roadmap for reducing transportation sector greenhouse gas emissions in Oregon. The Statewide Transportation Strategy examined all components of the transportation system including ground passenger and commercial services transportation, freight movement, and air passenger travel. Within each of these travel markets, transportation and land use options were explored to find the most effective mix of options for reducing greenhouse gas emissions with the fewest negative impacts. The document contains a broad range of strategies and actions for reducing emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results.

The strategy was developed following Legislative direction to identify ways to reduce transportation-related GHG emissions. Throughout a three-year development process with extensive stakeholder engagement, ODOT worked in close collaboration with other state agencies including DLCD, DEQ, and ODOE. This collaboration was essential to identifying actions that cross agency authorities. In addition, actions that fall under the authority of local jurisdictions, businesses, and the public were identified and resulted in a comprehensive approach to GHG emission reduction for transportation. The Every Mile Counts partnership works on collaborative actions between ODOT, DLCD, DEQ and ODOE to implement the Statewide Transportation Strategy and reduce transportation emissions in Oregon.

The Statewide Transportation Strategy includes six categories and over one hundred strategies for reducing greenhouse gas emissions:

² [Oregon Revised Statute 468A.205 greenhouse gas emissions reduction goals](#)

³ [Executive Order 20-04](#)

- **Vehicle and Engine Technology Advancements** - Strategies in this category increase the operating efficiency of multiple transportation modes through transition to more fuel-efficient vehicles, improvements in engine technologies, and other technological advances.
- **Fuel Technology Advancements** - Strategies in this category increase the operating efficiency of fuel-powered transportation modes through transitions to fuels that produce fewer greenhouse gas emissions or have a lower lifecycle carbon intensity.
- **Enhanced System and Operations Performance** - Strategies in this category improve the efficiency of the transportation system and operations through technology, infrastructure investment, and operations management.
- **Transportation Options** - Strategies in this category increase opportunities for travelers and shippers to use transportation modes that are more energy efficient and produce fewer emissions.
- **Efficient Land Use** - Strategies in this category promote more efficient movement throughout the transportation system by supporting compact growth and development. This development pattern reduces travel distances and increases opportunities for using lower energy and zero energy transportation modes.
- **Pricing and Funding Mechanisms** - Strategies in this category support a transition to more sustainable funding sources to maintain and operate the transportation system, pay for environmental costs of climate change, and provide market incentives for developing and implementing efficient ways to reduce emissions.

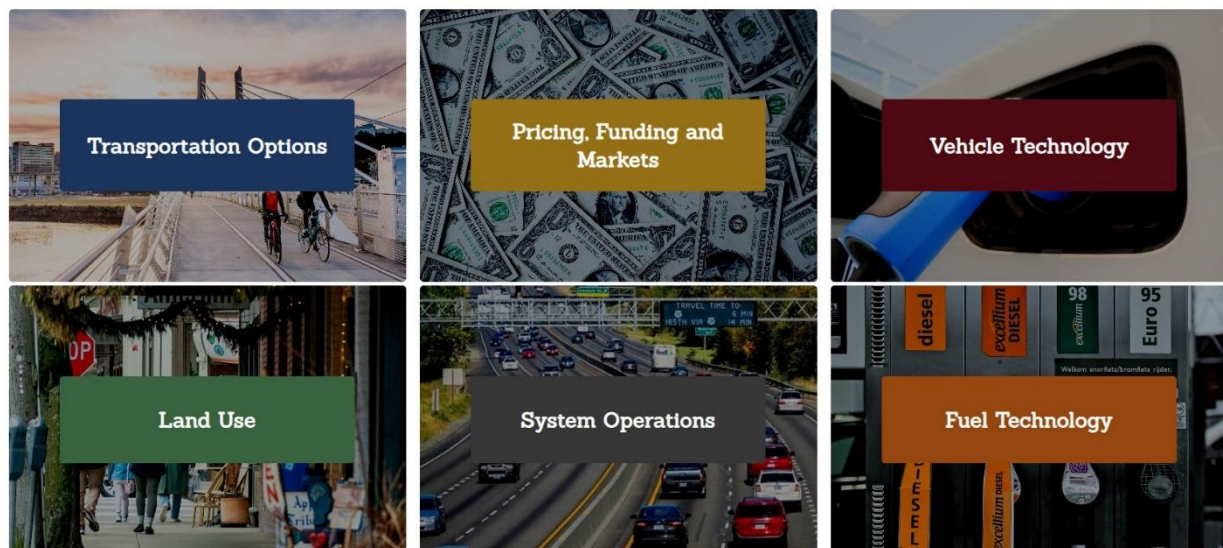


Figure 2: Statewide Transportation Strategy Emissions Reductions Categories

In 2023, ODOT completed an updated analysis of Oregon’s progress towards implementation of the Statewide Transportation Strategy and reported the results on the Oregon Transportation Emissions website.⁴ The 2022 data revealed using the new policies, programs and laws, state government’s current analysis show Oregon reducing emissions nearly 60% below 1990 levels by 2050. It’s short of the 80%

⁴ [Oregon Transportation Emissions Website](#)

goal, but still a dramatic improvement from earlier projections. This effort showed areas where Oregon is on track, as well as other areas where more work needs to be done for each of the Statewide Transportation Strategy categories. To close the gap from 60% to 80% by 2050, state agencies, local governments, and the legislature must do more across all categories of actions.

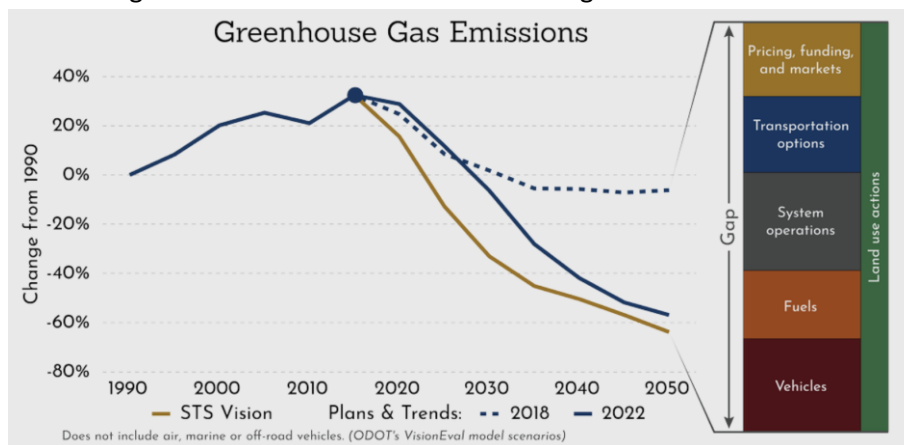


Figure 3: 2023 Estimated Greenhouse Gas Emissions Reductions from the Oregon Transportation Emissions Website

Every vehicle trip by Oregonians produces greenhouse gas emissions. Oregon state agencies use land use laws, incentives and policies to support reductions in the number of driving trips people take, and how far they drive each trip. Cleaner vehicle miles produce low or no greenhouse gas emissions. This requires replacing conventional vehicles with zero emission vehicles, such as battery electric vehicles, or replacing the type of fuel used to power those vehicles.

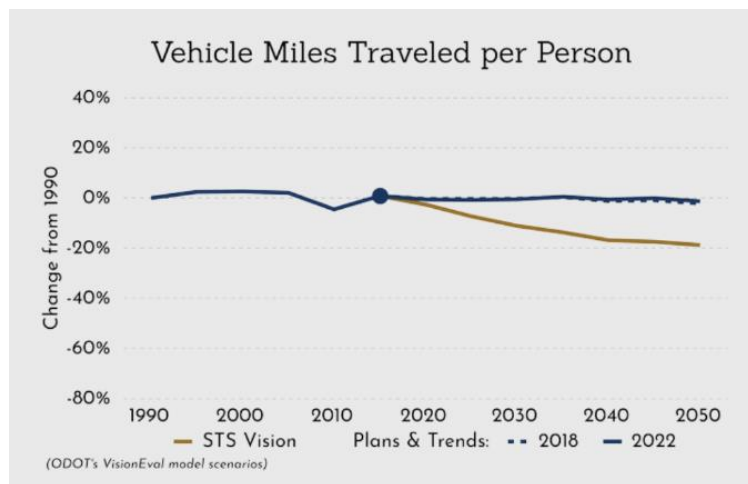


Figure 4: 2023 Estimated Vehicle Miles Traveled Per Person from the Oregon Transportation Emissions Website

Oregon has the most work to do in reducing vehicle miles traveled per capita as compared to reducing emissions per vehicle mile traveled. ODOT and other state agencies are currently involved in land use and transportation planning activities that will support additional gains related to vehicle miles traveled, however trends suggest reducing vehicle miles traveled per capita will require additional policy changes and investments.

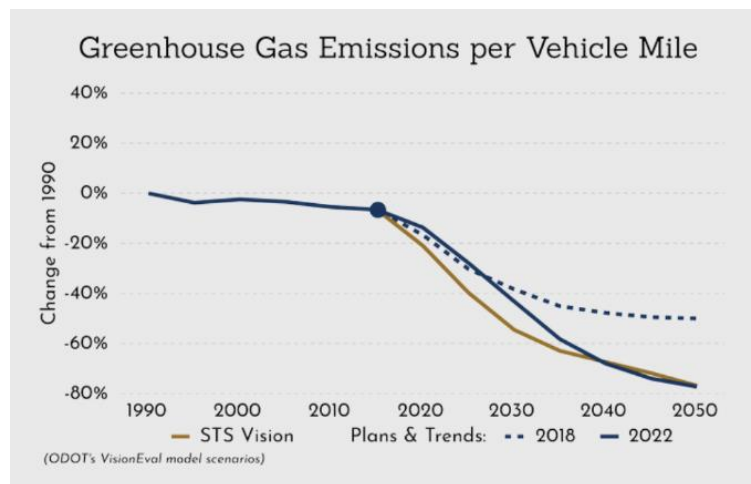


Figure 5: 2023 Estimated Greenhouse Gas Emissions Per Vehicle Mile from the Oregon Transportation Emissions Website

Oregon has made significant progress on cleaning up each mile due to the policy and legislative direction that will accelerate the electrification of light duty vehicles. However, more work still needs to be done to reduce emissions from medium and heavy-duty vehicles.

Although progress was made across the Statewide Transportation Strategy categories, overall emissions from transportation have increased in recent years. However, emissions are expected to decrease but there is a significant gap between today's plans and trends and the goals in 2050. Although the plans and trends of today do not meet the vision, some progress has been made and closing the gap is achievable. Continued monitoring has found that the STS strategies are still the right actions to help meet Oregon's GHG reduction goals but more work is needed. With continued strong land use policies as well as increased investments and supporting policies in pricing, transportation options, systems and operations, and fuels and vehicles, Oregon can close the gap to meet the STS vision.

KEY OBJECTIVES 2025-2027

The overall objective of the Every Mile Counts multi-agency partnership and this work plan is for the four state agencies to support implementation of the STS and work together cooperatively to help reduce Oregon's GHG emissions from transportation. State agencies provide leadership and implement key enabling strategies that support broader electrification of vehicles in the state, transition to cleaner fuels, and transportation demand management. The actions identified in this document are the foundational elements to support future actions that meaningfully reduce GHG emissions from transportation.

Greenhouse gas emissions from transportation in Oregon can be reduced through further reducing growth in vehicle miles traveled and cleaning up each vehicle mile. To implement the STS vision, agencies identified the following objectives for the 2025-2027 work plan:

Reduce Vehicle Miles Traveled Per Capita

Current trends suggest that Oregonian's driving habits won't change much through 2050. The state can take action to reduce how far and how often people drive by supporting more use of active and non-driving transportation like biking, walking and rolling, and transit. An added benefit of fewer and shorter vehicle trips will be a safer, more efficient transportation system. The current mix of vehicles on Oregon's roadways is predominantly powered by gas and diesel engines. Thus, strategies that help to reduce VMT will help to in-turn reduce emissions especially in the short-term. Supportive land use efforts are needed to develop communities so that homes, jobs, services and shopping are in close proximity.



Photo: Oregon Department of Transportation

Cleaner Vehicles and Fuels

Even as per capita VMT has flattened out, it should be recognized that those trips need to be made in cleaner vehicles using cleaner fuels. Strategies that target lower emissions vehicles and fuels are essential to reduce transportation emissions and Oregon has made progress in the last few years. State agencies need to work together to ensure the new vehicles using low emission fuels will have enough places to charge and fuel up. A holistic approach to lower emissions vehicles and cleaner fuels requires a combination of low-carbon fuels across all modes of transportation.



Photo: Oregon Department of Transportation

The objectives are balanced with other goals such as economic development and equity. Many of the actions identified in this document will have co-benefits far beyond GHG emissions reduction, such as improved health, and reduced traffic congestion.

EQUITY

Every Mile Counts agencies recognize the negative consequences of a changing climate are not endured the same way across the Oregon public. The impacts of transportation emissions and climate change often disproportionately impact disadvantaged communities, including increased health risks and exposure to extreme weather events such as flooding and wildfires. Agencies will work to identify, address, and integrate diversity, climate justice and equity throughout STS implementation efforts.

- Climate Justice: often communities least responsible for climate change – such as Black, indigenous, communities of color, people with low-incomes, and people living with disabilities – are likely to be disproportionately impacted by climate change.
- The Federal Government Justice40 Initiative has made it a goal that 40% of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by emissions. Certain actions conducted by Every Mile Counts agencies are subject to the Justice40 goal. The agencies strongly support this goal as it aligns with Oregon’s existing equity initiatives.

Agencies will conduct community engagement activities as part of carrying out the actions contained in this work plan. The intent of engagement is to learn about the impacts of climate on frontline communities, and tailor implementation of each respective action to address the disparities, barriers, issues, and opportunities these communities face.

WORK PROGRAM FOR 2025-2027

Staff developed a work program that details actions within each priority effort, including scope, timing, and roles and responsibilities. The work program includes actions above and beyond work underway or planned by the agencies and represents a substantial effort toward reducing GHG emissions from transportation. Staff and financial resources will be directed as needed to prioritize implementation, as additional funding or staffing needs above and beyond what is included in this document may be needed. The actions identified were selected cooperatively among ODOT, DLCD, DEQ, and ODOE and the agencies agree that the work program is achievable.

The collaborative actions described in this work plan further the objectives to Reduce Vehicle Miles Traveled Per Capita and Cleaner Vehicles and Fuels. Additional information on each action, including more detailed scopes, task descriptions, roles and responsibilities, level of effort, and timing can be found in *Appendix A: Every Mile Counts Work Plan 2025-2027 Action Details*.

Oregon Energy Strategy

The Oregon Energy Strategy will identify pathways for meeting Oregon’s clean energy policy objectives. It will identify existing policies and targets, as well as implementation gaps, and include policy recommendations for how to successfully meet these targets while balancing the key considerations identified in HB 3630. The development of the strategy begins with a data collection and modeling exercise that identifies various pathways for meeting Oregon’s anchor climate and energy goals: Executive Order 20-04 (80% economy-wide reduction in GHG emissions by 2050); HB 2021 (100% clean electricity for the state’s largest investor-owned electric utilities and Electric Service Suppliers); and the Climate Protection Program (90% reduction in GHG emissions from fuels by 2050). This modeling phase provides learnings that will inform the second phase – policy analysis and recommendations. The policy phase will use the information learned through the modeling to understand trade-offs of different energy choices as the basis for developing energy policy recommendations. Both phases are designed with an iterative stakeholder engagement process that ensures an inclusive and informed strategy. As transportation is both a major contributor to Oregon’s greenhouse gas emissions and the key to driving down systemwide energy demand through the efficiency gains enabled by electrification, it will be a key component of Energy Strategy stakeholder engagement as well as the final written report. Final policy recommendations related to transportation are likely to focus on accelerating adoption of electric vehicles across the transportation sector and reducing vehicle miles traveled. This project will also include three environmental justice and equity related analyses that will feed into the overall Oregon Energy Strategy: an energy wallet analysis, air quality modeling, and geospatial mapping. These analyses serve to help understand and interpret the results of the modeling conducted for the Oregon Energy Strategy.

Figure 6: Oregon Energy Strategy Tasks

Tasks	Timeline	Role	Staff
Data Collection and Pathways Modeling	3 months	ODOE- Lead	0.40 FTE
		DEQ, ODOT, DLCD- Support	0.10 FTE

Policy Discussions and Recommendations	5 months	ODOE- Lead	0.40 FTE
		DEQ, ODOT, DLCD- Support	0.10 FTE
Stakeholder Engagement	Ongoing	ODOE- Lead	0.40 FTE
		DEQ, ODOT, DLCD- Support	0.10 FTE
Oregon Energy Strategy Report	5 months	ODOE- Lead	0.40 FTE
		DEQ, ODOT, DLCD- Support	0.10 FTE

Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning

The Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning project will develop short term and longer-term goals to deploy public and private charging infrastructure, and identify how to meet the needs of fleets trying to make the transition to electric vehicles. The plan will formulate a coordinated effort focused on freight, municipal, transit, and school bus electrification that will bring state agency efforts to the fore and coordinate medium and heavy-duty electrification actions in a strategic manner. The effort will include an assessment of existing and planned charging stations, future needs based on anticipated deployments, how to support freight hubs and distribution centers, and public and private collaborations. The Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning will create opportunities that benefit low income and BIPOC communities, as well as small business, and minority- and women-owned fleets in making the transition to zero emission vehicles. As charging infrastructure is planned and developed consideration must be given to strategically placing charging stations to support underserved regions along key freight corridors. Often times, the largest impacts are in lower income and disadvantaged communities with the most vulnerable populations because these communities are located near highways, freight corridors, ports and distribution centers.

Figure 7: Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning Tasks

Tasks	Timeline	Role	Staff
Agency Collaboration Meetings	24 months	DEQ, ODOT- Lead	0.10 FTE
		ODOE- Support	0.05 FTE
Conduct Assessment of Medium and Heavy-Duty Charging Needs	10 months	DEQ, ODOT- Lead	0.30 FTE
		ODOE- Support	0.10 FTE
Medium and Heavy-Duty Charging Recommendations	6 months	DEQ, ODOT- Lead	0.10 FTE
		ODOE- Support	0.05 FTE

Zero Emission Vehicle (ZEV) Strategy for State

The Zero Emission Vehicle (ZEV) Strategy project will develop a zero emission vehicle strategy for Oregon that identifies a number of policies, programs, and actions the state will undertake to accelerate the adoption of zero-emission vehicles. The strategy will support the state's transition to a low-carbon future that improves air quality and reduces greenhouse gas emissions. This work includes engaging Every Mile Counts Multi-Agency Implementation Work Plan

stakeholders from across the state, analyzing current infrastructure and policies, and identifying the financial, regulatory, and technological frameworks necessary to support the transition. The strategy will focus on increasing ZEV adoption, expanding charging infrastructure, promoting equitable access, and supporting economic opportunities in ZEV-related sectors. Through this strategy, Oregon aims to meet its greenhouse gas reduction targets while improving public health.

Figure 8: Zero Emission Vehicle (ZEV) Strategy for State Tasks

Tasks	Timeline	Role	Staff
Strategy Charter	2 months	DEQ- Lead	0.20 FTE
		ODOT, ODOE- Support	0.05 FTE
Stakeholder Listening Sessions	4 months	DEQ- Lead	0.20 FTE
		ODOT, ODOE- Support	0.02 FTE
Strategy - Draft report	8 months	DEQ- Lead	0.20 FTE
		ODOT, ODOE- Support	0.10 FTE
Stakeholder Listening Session 2	2 months	DEQ- Lead	0.10 FTE
		ODOT, ODOE- Support	0.02 FTE
Strategy - Final Report	2 months	DEQ- Lead	0.10 FTE
		ODOT, ODOE- Support	0.05 FTE

Climate Pollution Reduction Grant Transportation Implementation and Coordination

Starting in 2025, Oregon will begin distributing \$197 million to residents, businesses, and Tribes to support climate pollution reduction measures through the Climate Equity and Resilience Through Action grant. These measures will reduce greenhouse gas emissions from buildings, housing, transportation, and waste, while providing benefits to surrounding communities. The money was awarded to Oregon by the Environmental Protection Agency as part of the Climate Pollution Reduction Grant under the Inflation Reduction Act. Approximately \$67 million of the grant is dedicated to transportation emission reduction measures. The grant implementation includes five measures to address emissions from transportation sources.

- **Measure 1: Expand Oregon Clean Vehicle Rebate Program** - provides “cash on the hood” rebates to maximize incentives for Oregonians to purchase or lease battery electric or plug-in hybrid electric vehicles. It directs funds to the Charge Ahead Rebate programs, increasing the number of rebates, and therefore access to ZEVs for lower-income households so they are not left behind in the transition.
- **Measure 2: Light duty electric vehicle charging: Community Charging Rebates** - offers rebates to public and private entities to reduce the cost of purchasing, installing, and maintaining

qualified charging equipment at publicly accessible parking locations, workplaces, and multi-family housing throughout the state.

- **Measure 3: Medium- and Heavy-Duty Vehicle Rebate Program** - lowers the price of new medium- and heavy- duty vehicles ZEVs by providing a rebate directly to the purchaser. Program funding prioritizes at least 40% of rebates towards ZEVs Located in and operated in disproportionately burdened communities by diesel pollution.
- **Measure 4: Medium and Heavy-Duty Diesel Emissions Mitigation Program** - scraps and replaces diesel trucks with newer, cleaner zero emission trucks.
- **Measure 5: Medium-and Heavy-Duty Charging Infrastructure Program** - supports medium-and heavy-duty zero-emission vehicle charging and fueling infrastructure projects.

Figure 9: Climate Pollution Reduction Grant Transportation Implementation and Coordination Tasks

Tasks	Timeline	Role	Staff
Expand Oregon Clean Vehicle Rebate Program	42 months	DEQ- Lead	0.30 FTE
Community Charging Rebates	48 months	ODOT- Lead	1.50 FTE
Medium and Heavy-Duty Vehicle Rebate Program	43 months	DEQ- Lead	1.00 FTE
Medium and Heavy-Duty Diesel Emissions Mitigation Program	36 months	DEQ- Lead	4.00 FTE
Medium-and Heavy-Duty Charging Infrastructure Program	36 months	DEQ- Lead	1.00 FTE

Voluntary Trip Reduction Update

The Voluntary Trip Reduction Update will support DEQ’s existing Employee Commute Options program with an expanded range of trip reduction planning tools, options, and incentives for employees. Employee Commute Options is a program that reduces air pollution in the Portland metropolitan area by reducing drive-alone commuting to worksites. The program is mandatory for employers in the Portland metro area with more than 100 employees reporting to a work site. DEQ will develop supporting materials and resources to assist municipalities and counties interested in developing their own Employee Commute Options program. This effort will also provide a toolkit for employers, municipalities, and counties interested in creating their own employer-based commute option program outside of the Portland metropolitan area. Oregon has an opportunity to increase air quality benefits through making it easier for employees to benefit from the existing program by expanding the range of trip planning tools and incentives, improving the participating employers’ experience by updating the annual trip survey and data handling to align with industry standards, and developing a toolkit for other employers, cities, and counties to easily deploy similar programs in their area and with their employees.

Every Mile Counts Multi-Agency Implementation Work Plan

Employer based commute option programs bring multiple benefits to air quality in terms of emission reductions. Benefits to workers include better health, work-life balance and financial incentives, and benefits to employers include improved employee retention and recruitment and a more fulfilled workforce.

Figure 10: Voluntary Trip Reduction Update Tasks

Tasks	Timeline	Role	Staff
DEQ and ODOT Program Alignment	6 months	DEQ - Lead	0.15 FTE
		ODOT- Support	0.15 FTE
Trip Reduction Planning Tools and Incentives	12 months	DEQ - Lead	0.10 FTE
		ODOT, DLCD- Support	0.10 FTE
Toolkit for Cities and Counties	18 months	DEQ - Lead	0.20 FTE

Greenhouse Gas Quantification Handbook

The Greenhouse Gas Quantification Handbook effort will develop a handbook to provide methods to quantify greenhouse gas emission reductions from a specified list of measures, primarily focused on project-level actions. Local governments throughout Oregon are increasingly experiencing the effects of climate change and, in response, are developing measures and plans to mitigate and adapt to those effects. The handbook will include methods to assess potential benefits of different climate pollution reduction measures, as well as measures that can be implemented to improve health and equity, at the project level. The project will create an updated version of the California's "Handbook for Analyzing Greenhouse Gas Emission Reductions" for use in Oregon and other selected western states, focusing on the GHG emission reduction sections of the Handbook. The new handbook will contain methodologies, formulas, and analysis parameters and other data for calculating the impacts of GHG reductions.

Figure 11: Greenhouse Gas Quantification Handbook Tasks

Tasks	Timeline	Role	Staff
Scoping Memo	1 month	DLCD- Lead	0.50 FTE
		DEQ, ODOE, ODOT- Support	0.25 FTE
GHG Calculation Methods and Data	4 months	DLCD- Lead	0.50 FTE
		DEQ, ODOE, ODOT- Support	0.25 FTE
State and Federal Policies	4 months	DLCD- Lead	0.50 FTE
		DEQ, ODOE, ODOT- Support	0.25 FTE

Climate-Friendly and Equitable Communities Implementation

The purpose of this action is to support cities, counties and regional governments as they update land use and transportation plans consistent with Oregon's updated Transportation Planning Rules (TPR). The Climate-Friendly and Equitable Communities (CFEC) program updates requirements for Oregon's transportation and land use planning in regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer). A well-designed built environment, including housing and transportation, is critical to reaching Oregon's desired health, equity and climate outcomes. Recognizing this, the CFEC program supports local planning efforts which lessen the need to drive long distances for each trip and create safe, equitable and walkable neighborhoods with diverse and affordable housing choices. Tasks include setting local performance targets for greenhouse gas reduction and subsequent reporting, updating local zoning codes, and updating transportation system plans. The CFEC team is creating new analysis methods and tools, updating planning guidance, and establishing funding programs to support this work. ODOT, in partnership with DLCD will be supporting communities with implementation efforts. To support implementation of the CFEC program, the legislature allocated \$4 million (2021-2025) to DLCD to assist local governments with parking reform, community engagement, identifying and zoning climate-friendly areas, and other land use planning efforts. Additionally, ODOT allocated \$18.5 million to support implementation at the local government level. This includes \$15 million allocated by the Oregon Transportation Commission to support critical updates to transportation planning guidance documents, completion of a TPR-compliant multimodal inventory, local transportation system plan updates and ODOT staff time required to support city and county efforts. Approximately \$7.5 million of that \$15 million is available for local transportation system planning.

Figure 12: Climate-Friendly and Equitable Communities Program Implementation Tasks

Tasks	Timeline	Role	Staff
Updating Land Use Regulations	6 months	DLCD- Lead	2.00 FTE
Climate-Friendly Area Designation	6 months	DLCD- Lead	1.00 FTE
		ODOT - Support	0.25 FTE
Regional Greenhouse Gas Reduction Target Planning	18 months	ODOT- Lead	0.75 FTE
		DLCD- Support	0.20 FTE
Transportation Systems Plan Updates	Ongoing	ODOT- Lead	2.25 FTE
		DLCD- Support	0.50 FTE
Guidance	24 months	ODOT- Lead	0.50 FTE
		DLCD- Support	0.10 FTE
Multimodal Inventory	36 months	ODOT- Lead	1.00 FTE
		DLCD- Support	0.10 FTE
Rulemaking	6 months	ODOT- Lead	3.00 FTE
		DLCD- Support	0.50 FTE

Metropolitan Greenhouse Gas Reduction Target Rules Review

Since 2011, DLCD has had administrative rule requirements in OAR 660-044, the Metropolitan Greenhouse Gas Reduction Targets, that set targets for reducing climate pollution through household travel. The Metropolitan Greenhouse Gas Reduction Target Rules Review will conduct a review of DLCD's metropolitan greenhouse reduction targets. The rules require that the Land Conservation and Development Commission conduct a review of the rules every four years and determine whether updates to the targets are warranted. The targets are a component of the state's climate pollution reduction strategy directed by the legislature in 2010 (Senate Bill 1059). The rules direct metropolitan areas to evaluate what changes to local and regional land use and transportation plans and programs, would be needed to reduce greenhouse gas emissions, from light vehicle travel per capita by 2040 through 2050. DLCD, with support from DEQ, ODOE, and ODOT will conduct a review of the metropolitan greenhouse gas reduction targets in OAR 660-044. The results of the review will be presented to the Land Conservation and Development Commission to help them decide if updates to the targets are warranted.

Figure 13: Metropolitan GHG Target Rule Review Tasks

Tasks	Timeline	Role	Staff
Agency Input	1 month	DLCD- Lead	0.50 FTE
		DEQ, ODOE, ODOT- Support	0.25 FTE
Background Material	1 month	DLCD- Lead	0.50 FTE
		ODOT- Support	0.25 FTE
LCDC Initiation	2 months	DLCD- Lead	0.50 FTE
Stakeholder Survey	1 month	DLCD- Lead	0.50 FTE
		ODOT- Support	0.25 FTE
Technical Memo	2 months	DLCD- Lead	0.50 FTE
		ODOT- Support	0.25 FTE
LCDC Staff Report	1 month	DLCD- Lead	0.50 FTE
		ODOT- Support	0.25 FTE

Oregon Transportation Emissions Website

This objective of this effort is to further develop the Oregon Transportation Emissions website information portal to incorporate the most recent progress of state and local actions towards STS implementation. Measures and indicators will be updated to best monitor the success of implementing the STS and associated actions in reaching the state GHG reduction goals. Tracking data will include historical data, as well as updates of projections of adopted plans reflecting new policies and investments. The work will identify and review data for monitoring metrics (observed) and indicators

(modeled), and associated definitions, scales, and timelines for STS implementation. Metrics and Indicators will be chosen to best demonstrate progress on state agency and local jurisdictions actions towards overall implementation of the STS. The review will leverage existing reports by various agencies, where possible, and updates that support decision-making cycles and future Every Mile Counts work plans. Monitoring performance of two types of metrics are anticipated; progress on Planned Actions, and progress on GHG Emission Reduction Targets.

Figure 14: Oregon Transportation Emissions Website Tasks

Tasks	Timeline	Role	Staff
Multi-Agency update of Plans & Trends Scenario	6 months	ODOT- Lead	0.50 FTE
		ODOE, DEQ, DLCD- Support	0.25 FTE
GHG Emission Reporting	9 months	ODOT- Lead	0.20 FTE
		ODOE, DEQ, DLCD- Support	0.10 FTE
Planned Action Reporting	12 months	ODOT- Lead	0.20 FTE
		ODOE, DEQ, DLCD- Support	0.10 FTE
Maintenance, Updates, Inform Decision-Making	12 months	ODOT- Lead	0.15 FTE
		ODOE, DEQ, DLCD- Support	0.05 FTE

Funding Handbook for Local Governments

The Every Mile Counts Funding Handbook for Local Governments helps connect Oregon's local governments with federal and state funding resources to help implement local climate and emissions reductions actions in the transportation sector. This effort will update the handbook with new funding opportunities as they become available and funding programs that have closed will be removed. Oregon state agencies have several programs across multiple state agencies supporting decarbonization of the transportation sector. These programs inform policy discussions, reduce vehicle miles traveled, make lower carbon fuels more widely available, lower the up-front costs to purchase zero-emission vehicles, and support widespread availability of charging infrastructure.

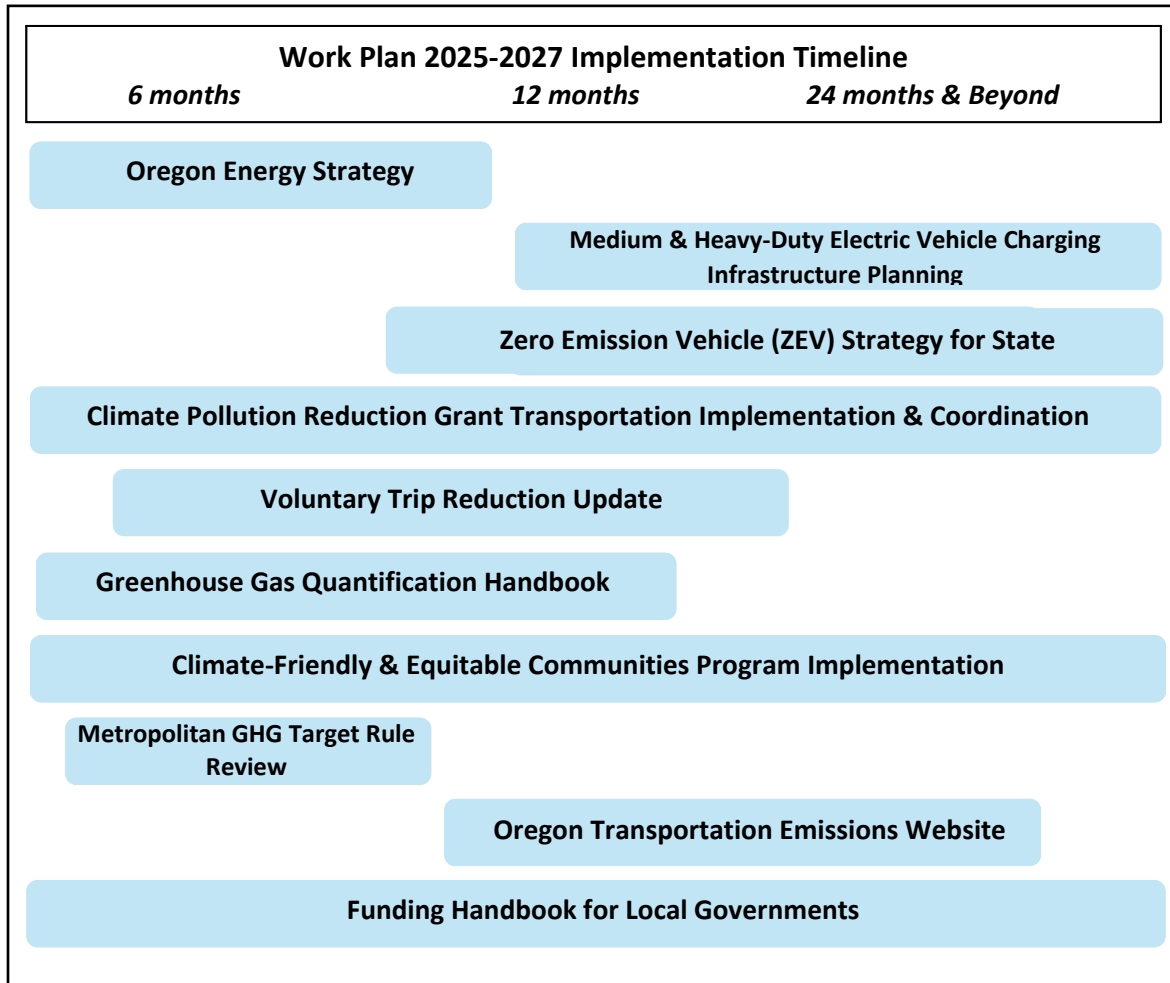
Figure 15: Funding Handbook for Local Governments Tasks

Tasks	Timeline	Role	Staff
Maintain and Update Guide	24 months	DLCD- Lead	0.10 FTE
		ODOT- Support	0.05 FTE

WORK PLAN TIMING

The actions described in this work plan will be sequenced over 2025-2027, and most actions are expected to be completed in this time frame. Some actions represent longer term coordination activities that have ongoing or extend implementation timeframes.

Figure 16: Every Mile Counts Work Plan Implementation Timeline



CONCLUSION

The ten collaborative actions identified in this work plan reflect efforts for the Every Mile Counts partner agencies to implement the Statewide Transportation Strategy and reduce greenhouse gas emissions from the transportation sector. The Every Mile Counts agencies are committed to undertaking the actions and tasks described in support of the objectives to Reduce Vehicle Miles Traveled per Capita and Cleaner Vehicles and Fuels, while improving equitable outcomes for Oregon. Agencies will conduct the actions described in the work plan over the next two years and continue the coordination of the ongoing actions. The actions chosen for this work plan will be leveraged with and complement the other individual agency work. Efforts will also be needed by local jurisdictions, the private sector, and the public in order to see significant transportation sector emission reductions.

While the actions in the work plan represent a set of coordinated actions of the Every Mile Counts agencies, more work is needed to achieve the state greenhouse gas emissions reduction goals and implement the Statewide Transportation Strategy. There are many additional actions needed, which will be the focus of future joint work plans that ODOT, ODOE, DLCD, and DEQ are committed to developing every two years. In addition, agencies are also pursuing or identifying climate actions which fall primarily under their implementation authority alone. The state agencies are working to enable a cleaner future and support market transitions. Progress will be tracked over time and adjustments made to focus on the most effective actions and those that best address frontline community disparities. The agencies will meet regularly and update the work plan with continued and new actions to reduce transportation's carbon footprint, and to demonstrate an ongoing long-term commitment to reducing transportation emissions and addressing the climate crisis.

More information about Every Mile Counts partnership and additional resources can be found on <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>.



Image: Oregon Department of Transportation

APPENDIX A: EVERY MILE COUNTS WORK PLAN 2025-2057 ACTION DETAILS

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Oregon Energy Strategy

Objective

The objective of this task is to develop a statewide energy strategy to identify pathways for meeting Oregon's clean energy policy objectives. The Oregon Energy Strategy will be informed by robust stakeholder engagement and will serve as an important resource over time through continued analysis and outreach. It will identify existing policies and targets, as well as implementation gaps, and include policy recommendations for how to successfully meet these targets while balancing the key considerations identified in HB 3630.

Description

The development of the Oregon Energy Strategy is a two-and-a-half-year project that will culminate in a final written report to the Governor and Legislature by November 1, 2025. The report will be developed in consultation with relevant agencies, federally recognized Tribes, and stakeholders. It will further build on state laws, policies, and targets regarding energy and greenhouse gas emissions; existing energy and integrated resource plans; and energy-related studies and data analysis.

The development of the strategy begins with a data collection and modeling exercise that solves to meet Oregon's anchor climate and energy goals: Executive Order 20-04 (80% economy-wide reduction in GHG emissions by 2050); HB 2021 (100% clean electricity for the state's largest investor-owned electric utilities and Electric Service Suppliers); and the Climate Protection Program (90% reduction in GHG emissions from fuels by 2050). This modeling phase provides learnings that will inform the second phase – policy analysis and recommendations. The policy phase will use the information learned through the modeling to understand trade-offs of different energy choices as the basis for developing energy policy recommendations. Both phases are designed with an iterative stakeholder engagement process that ensures an inclusive and informed strategy.

As transportation is both a major contributor to Oregon's greenhouse gas emissions and the key to driving down systemwide energy demand through the efficiency gains enabled by electrification, it will be a key component of Energy Strategy stakeholder engagement as well as the final written report. Final policy recommendations related to transportation are likely to focus on accelerating adoption of electric vehicles across the transportation sector and reducing vehicle miles traveled. *Opportunities*

- Development of a comprehensive state energy strategy that identifies optimized pathways to achieving the state's energy policy objectives
- A highlight of the importance of transportation electrification and VMT reduction for cost-effective, economy-wide decarbonization
- Identification of policy recommendations to accelerate transportation electrification and VMT reductions through evidence-based analysis and broad engagement

Challenges

- ODOE will be engaging a diverse group of stakeholders and partners to provide expertise and feedback on policy recommendations. Engagement related to transportation electrification is likely to result in a range of viewpoints and priorities that are not always aligned.
- The final report will result in policy recommendations but no guarantee that recommended policies will be implemented.

Equity Considerations

The Oregon Energy Strategy will be developed with the goal of ensuring that no individual groups or communities are disproportionately burdened, and that currently and historically underserved populations have an opportunity to benefit from the clean energy transition.

Energy pathways modeling is the primary tool used in the Oregon Energy Strategy technical approach, but models have analytical limits and certain equity considerations may be difficult to quantify, namely questions around energy burden, affordability, health impacts, community well-being, and economic vulnerabilities. For this reason, this project will also include three environmental justice and equity related analyses that will feed into the overall Oregon Energy Strategy: an energy wallet analysis, air quality modeling, and geospatial mapping. These analyses serve to help understand and interpret the results of the modeling conducted for the Oregon Energy Strategy.

Energy Wallet – As more Oregonians begin to electrify their homes and vehicles and electricity grows as a share of overall delivered energy, electricity bills will increase. However, bills for other fuels will decrease simultaneously (e.g., natural gas, gasoline). To determine the impact this shift might have on household budgets in Oregon, the Energy Wallet analysis will look at five different customer groups to understand how their energy consumption changes over time as their usage shifts between petroleum, electricity, natural gas, and other fuels. This analysis highlights the affordability of energy for different customer groups, considering various factors such as vehicle miles traveled, location, income, and home ownership.

Air Quality Modeling – the project team will use the EPA COBRA integration to determine the benefits of reductions in criteria air pollutants. Certain greenhouse gas reduction measures, such as reduced fuel combustion in cars, reduce criteria air pollutant emissions as well. The COBRA model determines the impacts of changes in fine particulate matter (PM_{2.5}) concentrations, as well as secondary particulate matter that can be formed by atmospheric reactions of nitrous oxides (NO_x), sulfur dioxide (SO₂), ammonia (NH₃), and volatile organic compounds (VOCs). EPA COBRA reports metrics such as reduced mortalities, days of work lost, and hospital admissions, and converts them to economic benefits.

Geospatial Mapping – the project team will develop geospatial mapping with equity overlays that could be used to identify communities with environmental, resiliency, community well-being, economic, and equity vulnerabilities. This analysis will use publicly available datasets from state and federal agencies to understand community-level energy inequities and their relationship to socioeconomic disparities.

Scope

The Oregon Energy Strategy includes 1) a modeling analysis to identify pathways for meeting Oregon's energy policy objectives; 2) policy recommendations to overcome implementation gaps; 3) robust stakeholder engagement throughout the process. These actions will culminate in a report to the legislature by November 1, 2025.

- *Timeline:* 2.5 years
- *Cost:* \$1 million consultant study effort
- *FTE Required:* ODOE 0.50 FTE
ODOT, DEQ, DLCD: 0.10 FTE

Roles and Responsibilities

- *Lead Agency:* ODOE will lead the development of the Oregon Energy Strategy.
- *Supporting Agencies:* ODOT, DEQ, and DLCDC will participate in an Interagency Steering Group and is responsible for providing insight, advice, and recommendations on the Oregon Energy Strategy as it is developed from the perspective of each agency's role and work in state government.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Data Collection and Pathways Modeling		
a. Data collection	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	3 months
b. Feedback on model assumptions	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	
2. Policy Discussions and Recommendations		
a. Policy Mapping	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	5 months
b. Working Group Discussions	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	
3. Stakeholder Engagement		
a. Stakeholder meetings (Interagency Steering Group meetings, Advisory Group meetings, working group meetings, public webinars/listening sessions)	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	Ongoing
4. Oregon Energy Strategy –Report		
a. Contribution to specific aspects of report	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	5 months
b. Review and provide feedback on final draft	Lead: ODOE 0.40 FTE Support: ODOT, DEQ, DLCDC 0.10 FTE	

Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning

Objective

Identify short term and longer-term goals to deploy public and private charging infrastructure and how to meet the needs of fleets trying to make the transition. Formulate a coordinated effort focused on freight, municipal, transit, and school bus electrification that will bring agency efforts to the fore and direct actions in a strategic manner.

Description

Assess current and future medium and heavy duty infrastructure needs and goals to support zero emissions MHD vehicle deployment. Includes an assessment of existing and planned MHD charging stations, future needs based on anticipated deployments, and how to support freight hubs and distribution centers, and coordinate public and private collaborations.

Opportunities

- Provides environmental benefits and supports the state's climate goals to reduce greenhouse gas emissions and improve public health through improved air quality.
- Provides an assessment of future MHD charging needs.
- Expands accessible and affordable clean transportation options for all communities, including rural and disadvantaged populations.
- Development of policies encouraging public-private partnerships, utility involvement, and regional efforts to create key charging corridors.
- Advance MHD charging recommendations in Oregon utilities' Integrated Resource Plans, ensuring PUC-adopted plans include detailed assessment of future charging needs.
- Prompt coordinated action among policy makers, regulators, utilities, fleets and manufacturers to plan infrastructure development early, due to the 2-5 year timeline for project deployment.
- Support strategic investments among utilities, fleets, and ODOT by prioritizing key actions.

Challenges

- Building charging networks and grid upgrades requires significant upfront investment, which may face budget and funding limitations, as well as cooperation from utilities to ease the transition for fleets and individuals.
- Requires policy alignment across agencies and utilities to ensure successful implementation.
- Acquiring funding for infrastructure incentives to support MHD ZEV adoption.
- Ensure equitable access by balancing the needs of rural and urban communities.

Equity Considerations

Medium and Heavy-Duty Electric Vehicle Charging Infrastructure Planning will create opportunities that benefit low income and BIPOC communities, as well as small business, and minority- and women-owned fleets in making the transition to ZEV. DEQ and ODOT will do this by including MWDBE fleet priorities while developing the plan and ensuring that disproportionately burdened communities are highlighted for early investment for new charging infrastructure. As charging infrastructure is planned and developed consideration must be given to strategically placing charging stations to support underserved regions along key freight corridors. Often times, the largest impacts are in lower income and

disadvantaged communities with the most vulnerable populations because these communities are located near highways, freight corridors, ports and distribution centers.

Scope

Medium and Heavy Duty Infrastructure planning requires coordination between DEQ and ODOT, in addition to PUC and local utilities, fleets, and businesses. DEQ and ODOT will coordinate to assess existing charging deployment and identify future MHD charging needs and barriers. Information will be gathered from existing sources and supplemental analysis, including information from the Advanced Clean Trucks Fleet reporting requirement and existing and future ZEV truck sales. The effort is designed to explore challenges such as utility electrical work to support anticipated MHD loads and collaboration strategies to achieve infrastructure incentives to support statewide ZEV MHD adoption, including in the state/other public sector fleets. It will include an identification of short and long term goals to guide the state in supporting MHD charging deployment. This work can be completed concurrently with the development of a state ZEV strategy.

- *Timeline:* January 2025 – January 2027
- *FTE Required:* Lead 0.30 FTE
Support 0.10 FTE

Roles and Responsibilities

- *Lead Agencies:* Department of Environmental Quality and Department of Transportation: Hold monthly meetings to begin development of statewide goals and literature review. Co-lead effort to conduct infrastructure planning. Conduct listening sessions, meet with stakeholders to understand MHD electrification needs. Establish public/private roundtable for information exchange between fleets and agency staff, workshopping charging issues as they arise, and ensuring ongoing feedback loop among interested parties. ODOT will contribute resources to support data analysis to inform charging needs and recommendations.
- *Supporting Agencies:* Oregon Department of Energy will contribute information on energy needs and policy.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Agency Collaboration Meetings		
a. Meetings to identify and discuss goals, and scope development.	Lead: DEQ & ODOT 0.10 FTE Support: ODOE 0.05 FTE	24 months
b. Identification of planning, policy, and programmatic solutions to address statewide and local barriers to freight electrification and support infrastructure buildout at high-priority regions across the state.		
2. Conduct Assessment of MHD Charging Needs		
a. Conduct literature review		10 months

<div>b. Assess current MHD charging availability, planned and future needs, and identify future charging needs<ul style="list-style-type: none">i. Meet with utilities and fleets to understand needs and challengesii. Prioritize engagement with MWDBE fleets and disproportionately burdened communities</div>	<div>Lead: DEQ & ODOT 0.30 FTE Support: ODOE 0.10 FTE</div>	
<div>c. Gap analysis of electrical upgrades needed to enable freight charging infrastructure buildout in private and public venues, including timeframes needed to address gaps</div>		
<div>3. MHD Charging Recommendations</div>		
<div>a. Summary of recommendations and information gathered into a statewide framework establishing what needs to be done and by when to enable freight electrification in Oregon</div>	<div>Lead: DEQ & ODOT 0.10 FTE Support: ODOE 0.05 FTE</div>	<div>6 month</div>

Zero Emission Vehicle (ZEV) Strategy for State

Objective

Develop a strategy that involves a multi-agency approach to create a plan to accelerate the adoption of zero emission vehicles across Oregon.

Description

Develop a zero emission vehicle strategy for Oregon that identifies a number of policies, programs, and actions the state will undertake to accelerate the adoption of zero-emission vehicles. This work includes engaging stakeholders from across the state, analyzing current infrastructure and policies, and identifying the financial, regulatory, and technological frameworks necessary to support the transition. The strategy will focus on increasing ZEV adoption, expanding charging infrastructure, promoting equitable access, and supporting economic opportunities in ZEV-related sectors. Through this strategy, Oregon aims to meet its greenhouse gas reduction targets while improving public health.

Opportunities

- Supports the state's transition to a low-carbon future that improves air quality and reduces greenhouse gas emissions.
- Provides a roadmap for the state for how it will work to make the ZEV transition.
- Oregon has already adopted a number of policies and programs to help accelerate the transition.
- Expands accessible and affordable clean transportation options for all communities, including rural and disadvantaged populations.

Challenges

- Overcoming hesitancy about EVs due to concerns like range, cost, and reliability.
- Building charging networks and grid upgrades requires significant upfront investment, which may face budget and funding limitations, as well as cooperation from utilities to ease the transition for fleets and individuals.
- Requires policy alignment across agencies to ensure successful implementation.
- Ensure equitable access by balancing the needs of rural and urban communities.

Equity Considerations

Equity is considered for this task by ensuring that opportunities are created that benefit low income and BIPOC communities, as well as small business, and minority- and women-owned fleets in making the transition to ZEV. Conventionally fueled vehicles and trucks are present throughout neighborhoods and communities. Often times, the largest impacts are in lower income and disadvantaged communities with the most vulnerable populations because these communities are located near highways, freight corridors, ports and distribution centers.

Scope

The Zero Emission Vehicle (ZEV) Strategy will involve a coordinated effort across multiple government agencies, community organizations, fleets, businesses, and the public. DEQ will lead a steering team with ODOT and ODOE to develop a ZEV strategy that provides an approach for how the state will achieve ZEV electrification for all transportation sectors. This may include research on ZEV availability and use cases, state and international ZEV policies and programs, stakeholder engagement, policy

design, and infrastructure planning. The ZEV strategy will present a roadmap for Oregon that outlines policy recommendations, infrastructure plans, equity initiatives, and outreach programs. This final strategy will be presented to state officials for approval and alignment with Oregon’s climate goals.

- *Timeline:* August 2025 – June 2027
- *FTE Required:* Lead 0.20 FTE
Support 0.10 FTE

Roles and Responsibilities

- *Lead Agency:* Department of Environmental Quality: write charter, outline, and timeline, hold monthly meetings, listening sessions, meet with stakeholders, and hold all members accountable for their contributions. Responsible for drafting the strategy and presenting to state officials.
- *Supporting Agencies:* Oregon Department of Transportation: contribute resources to support data analysis and provide information on public infrastructure and incentives.
Oregon Department of Energy: contribute information on energy needs and policy.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. ZEV Strategy Charter, Timeline, and Strategy Outline		
a. Steering Team develop timeline with specific deliverables reflected in charter	Lead: DEQ 0.20 FTE Support: ODOT, ODOE 0.05 FTE	2 months
b. Develop Report Outline	Lead: DEQ 0.20 FTE Support: ODOT, ODOE 0.05 FTE	
2. ZEV Strategy – Stakeholder Listening Sessions		
a. Develop agenda and disseminate to stakeholders	Lead: DEQ 0.10 FTE Support: ODOT, ODOE 0.02 FTE	4 months
b. Host sessions and compile responses	Lead: DEQ 0.20 FTE Support: ODOT, ODOE 0.02 FTE	
3. ZEV Strategy - Draft report		
a. Contribution from all team members to specific aspects of report	Lead: DEQ 0.20 FTE Support: ODOT, ODOE 0.10 FTE	8 months
b. Review for report flow, assess any gaps language, verify references	Lead: DEQ 0.20 FTE Support: ODOT, ODOE 0.10 FTE	
4. ZEV Strategy - Stakeholder Listening Session 2		
a. Host session and compile Responses	Lead: DEQ 0.10 FTE Support: ODOT, ODOE 0.02 FTE	2 month

5. ZEV Strategy - Final Report and Presentation to Agencies and EQC		
a. Compile final report	Lead: DEQ 0.1 FTE Support: ODOT, ODOE 0.05 FTE	2 month

Climate Pollution Reduction Grant Transportation Implementation and Coordination

Objective

Implement the transportation measures in the Climate Pollution Reduction Grant.

Description

Starting in 2025, Oregon will begin distributing \$197 million to residents, businesses, and Tribes to support climate pollution reduction measures through the [CERTA grant](#). These measures will reduce greenhouse gas emissions from buildings, housing, transportation, and waste, while providing benefits to surrounding communities. The money was awarded to Oregon by the Environmental Protection Agency as part of the Climate Pollution Reduction Grant under the Inflation Reduction Act. Approximately \$67 million of the grant is dedicated to transportation emission reduction measures.

Opportunities

- Reduction in greenhouse gas (GHG) emissions through sustainable transportation initiatives.
- Prioritizing historically underserved and underrepresented communities
- Building partnerships with local governments, nonprofits, and community organizations
- Enhanced coordination between partner agencies to ensure federal funds are expended expeditiously

Challenges

- Ensuring timely implementation and administration of funds.
- Identifying and overcoming barriers faced by marginalized groups in accessing grant opportunities

Equity Considerations

Transportation emissions are likely to disproportionately affect communities of color, lower income households and other vulnerable populations living near roadways. Actively engaging with communities that have been historically excluded to ensure they can access funding opportunities. Prioritizing or dedicating funding towards projects that reduce air pollution in areas with high levels of transportation-related emissions.

Scope

The CERTA grant includes five measures to address emissions from transportation sources. These include:

- **Measure 1: Expand Oregon Clean Vehicle Rebate Program** - This program provides “cash on the hood” rebates to maximize incentives for Oregonians to purchase or lease battery electric or plug-in hybrid electric vehicles. It directs funds to the Charge Ahead Rebate programs, increasing the number of rebates, and therefore access to ZEVs for lower-income households so they are not left behind in the transition.
- **Measure 2: Light duty electric vehicle charging: Community Charging Rebates** - offers rebates to public and private entities to reduce the cost of purchasing, installing, and maintaining qualified charging equipment at publicly accessible parking locations, workplaces, and multi-family housing throughout the state.

- **Measure 3: Medium- and Heavy-Duty Vehicle Rebate Program.** The program lowers the price of new medium- and heavy- duty vehicles ZEVs by providing a rebate directly to the purchaser. Program funding prioritizes at least 40% of rebates towards ZEVs Located in and operated in disproportionately burdened communities by diesel pollution.
 - **Measure 4: Medium and Heavy-Duty Diesel Emissions Mitigation Program.** The program scraps and replaces diesel trucks with newer, cleaner zero emission trucks.
 - **Measure 5: Medium-and Heavy-Duty Charging Infrastructure Program.** This program supports medium-and heavy-duty zero-emission vehicle charging and fueling infrastructure projects.
- *Timeline:* 5 years
 - *Cost:* \$67 million
 - *FTE Required:* 6.5 FTE

Roles and Responsibilities

- *Lead Agencies:* DEQ and ODOT

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Expand Oregon Clean Vehicle Rebate Program		
a. Conduct outreach with low and moderate income communities, informing them of the rebate	Lead: DEQ 0.30 FTE	14 months
b. Review prequalification applications and issue vouchers to income qualified households	Lead: DEQ 0.30 FTE	14 months
c. Review rebate applications and issue rebates	Lead: DEQ 0.30 FTE	14 months
2. Community Charging Rebates		
a. Conduct outreach	Lead: ODOT 1.50 FTE	24 months
b. Open funding application opportunity	Lead: ODOT 1.50 FTE	36-48 months
c. Review rebate applications and issue rebates	Lead: ODOT 1.50 FTE	Ongoing
3. Medium and Heavy-Duty Vehicle Rebate Program		
a. Set up contract to create online rebate application for fleets and dealers	Lead: DEQ 1.00 FTE	4 months
b. Conduct outreach with fleets and businesses	Lead: DEQ 1.00 FTE	15 months
c. Open rebate application opportunity and accept rebate applications		

d. Process rebate applications, issue vouchers, review final rebate materials, issue rebates to dealers	Lead: DEQ 1.00 FTE	24 months
4. Medium and Heavy-Duty Diesel Emissions Mitigation Program		
a. Conduct outreach with fleets and businesses	Lead: DEQ 4.00 FTE	6 months
b. Provide technical assistance to fleets in support of application submission	Lead: DEQ 4.00 FTE	3 months
c. Review grant applications and announce grant awards	Lead: DEQ 4.00 FTE	3 months
d. Establish contracts with grantees, monitor progress, and provide reimbursements	Lead: DEQ 4.00 FTE	24 months
5. Medium-and Heavy-Duty Charging Infrastructure Program		
a. Conduct outreach with fleets and businesses	Lead: DEQ 1.00 FTE	6 months
b. Provide technical assistance to fleets in support of application submission	Lead: DEQ 1.00 FTE	3 months
c. Review grant applications and announce grant awards	Lead: DEQ 1.00 FTE	3 months
d. Establish contracts with grantees, monitor progress, and provide reimbursements	Lead: DEQ 1.00 FTE	24 months

Voluntary Trip Reduction Update

Objective

The objectives of this project are to support DEQ's existing Employee Commute Options program with an expanded range of trip reduction planning tools, options, and incentives for employees. This effort will also provide a toolkit for employers, municipalities, and counties interested in creating their own employer-based commute option program outside of the Portland metropolitan area.

Description

Employee Commute Options – ECO for short – is a program that reduces air pollution in the Portland metropolitan area by reducing drive-alone commuting to worksites. ECO is a mandatory program for employers in the Portland metro area with more than 100 employees reporting to a work site. These employers must provide incentives for employees to use commute options like taking the bus or carpooling, offering telecommuting and flexible work schedules, and encouraging bike and pedestrian options. ECO has been in place since 1996 and is a component of the Portland Ozone Maintenance Plan. The program reduces hundreds of tons of smog forming pollution every year in addition to toxic air contaminants and greenhouse gasses. DEQ will develop supporting materials and resources to assist municipalities and counties interested in developing their own ECO program.

Oregon has an opportunity to increase these air quality benefits by taking the following actions; making it easier for employees to benefit from the existing program by expanding the range of trip planning tools and incentives, improving the participating employers' experience by updating the annual trip survey and data handling to align with industry standards, and developing a toolkit for other employers, cities, and counties to easily deploy similar programs in their area and with their employees.

Opportunities

- Reduced drive-alone commuting can lead to lower parking costs for employers and significant savings on fuel and vehicle maintenance for employees.
- Partnerships with local governments, non-profits, and regional transportation agencies can amplify program effectiveness through shared resources and expertise
- Increasing annual air quality benefits from significant emissions reductions
- Deeper integration between DEQ and ODOT trip reduction programs will improve performance of existing ECO program and ease the transition for interested cities and counties due to interoperability among ECO Program, "Get There Oregon" network in partnership with ODOT, and Metro Regional Government's Regional Travel Options programs.

Challenges

- Lack of dedicated revenue for expanded incentive program elements such as transit passes, vanpools, marketing materials, trainings, bike parking, and promotional events.
- Financial ability for communities to support and implement an ECO program.
- Political pushback from business community against new mandatory regulations presents an opportunity to lead instead with voluntary program focused on trip planning, reduction, and incentives.

Equity Considerations

Transportation emissions are likely to disproportionately affect communities of color, lower income households and other vulnerable populations living near roadways. Employer based commute option programs bring multiple benefits to air quality in terms of emission reductions. Benefits to workers include better health, work-life balance and financial incentives. Benefits to employers include improved employee retention and recruitment and a more fulfilled workforce. The current ECO program does not request demographic information from employers and so DEQ does not know how benefits are distributed among employees.

Scope

The current ECO program regulates approximately 400 employers at over 600 worksites in the Portland metro region. Many cities and counties have expressed interest in implementing a similar commute option program. DEQ will work to develop materials and information that can be shared with these entities to facilitate ECO programs within their jurisdictions.

- *Timeline:* 18 months
- *FTE Required:* 0.15 FTE

Roles and Responsibilities

- *Lead Agency:* DEQ to develop materials and work with cities and counties
- *Supporting Agencies:* ODOT, DLCD

Summary of Tasks

Task	Agency Responsibility	Timeline
1. DEQ and ODOT program alignment		
a. Identify opportunities to update existing ECO program with new survey tools and data handling to better align with industry standards and ODOT program	Lead: DEQ 0.15 FTE Support: ODOT 0.15 FTE	6 months
b. Deploy new survey platform and data handling as appropriate		
2. Expand range of trip reduction planning tools and incentives		
a. Propose new activities and incentives for consideration among interested parties to identify opportunities for improvement	Lead: DEQ 0.10 FTE Support: ODOT, DLCD 0.10 FTE	12 months
b. Identify resource needs to deploy new activities and incentives		
3. Develop toolkit for voluntary ECO program expansion among cities and counties.		
a. Draft detailed description of existing ECO program and program elements into a generic template	Lead: DEQ 0.20 FTE	18 months
b. Refine generic template into an Oregon-specific toolkit allowing other agencies to replicate the program		

Greenhouse Gas Quantification Handbook

Objective

Local governments throughout Oregon are increasingly experiencing the effects of climate change and, in response, are developing measures and plans to mitigate and adapt to those effects. To slow the pace of climate change and prevent its worst effects from materializing, local, state, and national governments must design measures that mitigate greenhouse gas emissions from human activities. To do so, they need tools and resources to accurately assess and quantify greenhouse emissions, and to design effective methods to reduce emissions.

This task will develop a handbook to provide methods to quantify greenhouse gas emission reductions from a specified list of measures, primarily focused on project-level actions. The handbook will include methods to assess potential benefits of different climate vulnerability reduction measures, as well as measures that can be implemented to improve health and equity, at the project level.

Description

This project will create an updated version of the California’s “Handbook for Analyzing Greenhouse Gas Emission Reductions” for use in Oregon and other selected western states, focusing on the GHG emission reduction sections of the Handbook. The new handbook will contain methodologies, formulas, and analysis parameters and other data for calculating the impacts of GHG reductions in Washington, Oregon, Colorado, New Mexico, and Arizona. The project will also create updated text that describes the policy and regulatory context for GHG reduction in each of the five states.

Opportunities

- Leverage outside funding
- Learn from other state’s work on climate

Challenges

- Handbook is a full sector approach, and will take additional subject matter expertise

Equity Considerations

The Handbook includes several strategies that can help local governments increase equitable outcomes.

Scope

The project is being led by the consulting firm ICF through a technical assistance award from the US Climate Alliance. DLCD staff is leading the coordination efforts for the state of Oregon. Key staff from DEQ, ODOE, ODOT, and Metro will coordinate comments on project deliverables within their respective agencies.

- *Timeline:* January 2025 – August 2025
- *FTE Required:* Lead 0.50 FTE
Support 0.25 FTE

Roles and Responsibilities

- *Lead Agency* - DLCD
- *Supporting Agencies* – DEQ, ODOE, ODOT

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Scoping Memo		
a. Identify which measures require new or revised quantification approach b. Identify which measures require revised analysis parameters (e.g. emission factors)	Lead: DLCD 0.50 FTE Support: DEQ, ODOE, ODOT 0.25FTE	1 month
2. Revisions to GHG Calculation Methods and Data		
a. Conduct research and develop revised content for Chapter 3 and Appendix C.	Lead: DLCD 0.50 FTE Support: DEQ, ODOE, ODOT 0.25FTE	4 months
3. State and Federal Policies		
a. Conduct the necessary research and then develop revised content to identify relevant state and federal climate policies.	Lead: DLCD 0.50 FTE Support: DEQ, ODOE, ODOT 0.25FTE	4 months

Climate-Friendly and Equitable Communities Program Implementation

Objective

The purpose of this action is to support cities, counties and regional governments as they update land use and transportation plans consistent with Oregon's updated Transportation Planning Rules (TPR). The Land Conservation and Development Commissions updated the TPR in 2022 to more strongly integrate climate and equity outcomes into land use and transportation planning, to boost housing and transportation choices, and to help meet Oregon's statutory climate pollution reduction policy and goals. The resulting [Climate-Friendly and Equitable Communities \(CFEC\) program](#) updates requirements for Oregon's transportation and land use planning in regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer). CFEC program activities are a collaborative effort of DLCD and ODOT.

Description

A well-designed built environment, including housing and transportation, is critical to reaching Oregon's desired health, equity and climate outcomes. Recognizing this, the CFEC program supports local planning efforts which lessen the need to drive long distances for each trip and create safe, equitable and walkable neighborhoods with diverse and affordable housing choices.

Implementation actions outlined in the updated TPR are the focal point of this action. Tasks include setting local performance targets for greenhouse gas reduction and subsequent reporting, updating local zoning codes and updating transportation system plans. The CFEC team is creating new analysis methods and tools, updating planning guidance, and establishing funding programs to support this work.

Opportunities

- Development of new best-practices and analytical approaches for land use and transportation planning
- Increased opportunities to build partnerships across agencies and within communities
- Development of new multimodal inventory which will have wide applicability for transportation planning and also maintenance, reporting and city planning activities
- Reducing impacts of climate change while increasing housing affordability
- Improved understanding of historic and current inequities in planning decisions and processes, and finding ways to reduce and undo harms to underserved populations
- Rethinking how we plan our transportation systems to better meet our goals

Challenges

- Current funding is not enough to support all needed transportation plan updates
- Facilitating conversations about trade-offs between different investment strategies
- Rules require a review of some larger roadway projects before moving forward in local plans. This will require a re-thinking of prior spending priorities.
- Effectively supporting cities and counties as they work through local implementation and compliance with the updated rules

Equity Considerations

Oregon's land use program recognizes community engagement as vital to all planning projects, as outlined in Goal 1: Citizen Participation. The updated Transportation Planning Rules build on this foundational requirement to integrate equity and equitable engagement more strongly throughout the planning process. This is a core intent of the CFEC program.

The CFEC program centers the needs of underserved populations in the local planning process through focused engagement, an equity analysis, and performance measures. ODOT and DLCD are developing technical resources and providing funding to support jurisdictions with the increased level of engagement expected in many communities.

Scope

ODOT, in partnership with DLCD, will be supporting communities with implementation efforts. The ODOT Statewide Planning Unit, Transportation Planning & Analysis Unit (TPAU) and the Climate Office will support CFEC implementation through specific and coordinated initiatives as described below.

To support implementation of the CFEC program, the legislature allocated \$4 million (2021-2025) to DLCD to assist local governments with parking reform, community engagement, identifying and zoning climate-friendly areas, and other land use planning efforts. Additionally, ODOT allocated \$18.5 million to support implementation at the local government level. This includes \$15 million allocated by the Oregon Transportation Commission to support critical updates to transportation planning guidance documents, completion of a TPR-compliant multimodal inventory, local transportation system plan updates and ODOT staff time required to support city and county efforts. Approximately \$7.5 million of that \$15 million is available for local transportation system planning.

ODOT will:

- Establish a new Transportation System Plan (TSP) Funding Program for impacted cities and counties to update local transportation system plans.
- Update the Transportation System Plan Guidelines and related guidance for jurisdictions updating TSPs in compliance with the new rules.
- Update the Analysis Procedures Manual and modeling guidance to support compliance with the updated rules. This includes establishing new analysis methods and enhance tools to estimate project and program level vehicle miles traveled.
- Facilitate regional scenario planning and performance monitoring work.
- Establish a multimodal inventory for the local and state systems within metropolitan areas to meet the robust inventory requirements established in the updated rules.
- Conduct Transportation System Plan assessments to identify updates needed to comply with the updated rules, meet local planning needs, and create efficiencies in the planning process.
- Develop guidance for and conduct Highway Impact Assessments for cities and counties seeking to zone climate-friendly areas.
- Update ODOT's Development Review Guidelines to reflect changes in development review within climate-friendly areas and the application of new performance standards to be established in accordance with the updated rules.

DLCD will:

- Work with local governments to zone climate-friendly areas.
 - Provide model zoning and development code, guidance, and best practice information.
 - Support local jurisdictions with plan amendments, community engagement, and other needs.
 - Support equitable engagement.
 - Lead targeted rule amendments, including to OAR 660-012-0210.
- *Timeline:* Ongoing
 - *FTE Required:* ODOT 4.0-5.0 FTE plus additional region resource needs
DLCD 2.0-3.0 FTE

Roles and Responsibilities

Lead Agency: ODOT will create and update guidance materials and tools, conduct TSP assessments, produce a new multimodal data set, support climate-friendly area implementation efforts, and manage a new TSP funding program.

Supporting Agency: DLCD will lead rulemaking, oversee the implementation of the rules, facilitate land use related implementation activities, facilitate parking reform, provide technical support for TSP updates, and oversee grant programs.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Updating Land Use Regulations		
a. Development Code Audits and Amendments This project will assist local governments in reviewing and amending local development code to meet updated requirements for parking reform and pedestrian-friendly design standards. Work is expected to carry over into 2026-28.	Lead: DLCD 2.00 FTE	6 months
2. Climate-Friendly Area Designation		
c. Zoning This project will support local implementation of zoning climate-friendly areas to adopt development standards identified CFA studies. Work is expected to carry over into 2026-28.	Lead: DLCD 1.00 FTE	6 months
d. Multimodal Transportation Gap Summary This project will assist local governments to complete a transportation impact review as part of their climate-friendly area designation. DLCD will prepare guidance and fund Multimodal Transportation Gap Summaries. ODOT will establish guidance, create an online mapping tool and complete Highway Impact Summaries in coordination with cities and counties, where required.	Lead: ODOT 0.25 FTE Support: DLCD 0.05 FTE	
3. Regional Greenhouse Gas Reduction Target Planning		
b. Eugene-Springfield This project will assist local governments in developing an implementation package for adoption of the 2015 Central Lane	Lead: ODOT 0.75 FTE Support: DLCD 0.20 FTE	18 months

Scenario Plan. Work will include updating key policies and identifying performance measures to guide local implementation.		
c. Salem-Keizer This project will conduct a regional scenario planning process to develop an adopted regional plan the meets the regional greenhouse gas target, update local plans, and adopt performance measures for tracking progress. Work will entail significant public involvement.	Lead: ODOT 0.75 FTE Support: DLCD 0.20 FTE	
d. Performance Measures and Targets The project will assist Albany, Bend, Corvallis, Grants Pass, Medford, Central Point, Ashland, Philomath, Eagle Point, and Talent to develop performance measures and implementation targets to track progress towards meeting the regional greenhouse gas reduction targets.	Lead: ODOT 0.75 FTE Support: DLCD 0.20 FTE	
4. Transportation System Plan Updates		
a. Transportation System Plan (TSP) Funding Program This project will establish a new program to distribute funding and provide staffing support for cities and counties updating transportation system plans in accordance with TPR requirements. Program set-up occurred in 2023-2024 and program implementation is ongoing.	Lead: ODOT 2.25 FTE Support: DLCD 0.50 FTE	Ongoing
5. Guidance		
a. Analysis Procedures Manual This project will update ODOT Analysis Procedures Manual for new analysis and modeling requirements; greenhouse gas targets and transportation system plans updates. Updates will include guidance and methods for the updated transportation performance standards for decision making and development review.	Lead: ODOT 0.50 FTE Support: DLCD 0.10 FTE	18 months
b. TSP Guidelines This project will update ODOT Transportation System Plans Guidelines to incorporate new requirements and processes for transportation systems plans development.	Lead: ODOT 0.25 FTE Support: DLCD 0.10 FTE	24 months
c. Development Review Guidelines This project will update ODOT's internal Development Review Guidelines to reflect new procedures within climate-friendly areas and Metro 2040 Centers	Lead: ODOT 0.25 FTE Support: DLCD 0.10 FTE	24 months
6. Multimodal Inventory		
a. Multimodal Inventory for Metropolitan Areas This project will produce an inventory of multimodal infrastructure to support local planning in compliance with the updated TPR. This project will build off existing datasets and create new data for pedestrian, bicycle, transit and vehicular	Lead: ODOT 1.00 FTE Support: DLCD 0.10 FTE	36 months

infrastructure within the urban growth boundaries of cities within MPO areas.		
7. Rulemaking		
<p>a. Targeted amendments to the Transportation Planning Rules</p> <p>This project will prepare amendments to a selected set of rules, including rule 0210, Rule 0210 was put on hold by the commission until December 31, 2027, and the agency will need to amend the rule before then.</p>	<p>Lead: DLCD 3.00 FTE Support: ODOT 0.50 FTE</p>	<p>6 months</p>

Metropolitan Greenhouse Gas Reduction Target Rules Review

Objective

Since 2011, DLCD has had administrative rule requirements in OAR 660-044, the Metropolitan Greenhouse Gas Reduction Targets, that set targets for reducing climate pollution through household travel. The targets are a component of the state's climate pollution reduction strategy directed by the legislature in 2010 (Senate Bill 1059). The rules direct metropolitan areas to evaluate what changes to local and regional land use and transportation plans and programs, would be needed to reduce greenhouse gas emissions, from light vehicle travel per capita by 2040 through 2050.

The purpose of this task will be to conduct a review of DLCD's metropolitan greenhouse gas reduction targets. The rules require that the Land Conservation and Development Commission conduct a review of the rules every four years and determine whether updates to the targets are warranted.

Description

DLCD, with support from DEQ, ODOE, and ODOT will conduct a review of the metropolitan greenhouse gas reduction targets in OAR 660-044. The results of the review will be presented to the Land Conservation and Development Commission to help them decide if updates to the targets are warranted.

Opportunities

- Aligning STS Monitoring and GHG Emissions Dashboard with DLCD's GHG Targets
- Aligning state and local performance measures

Challenges

- Data availability
- Managing expectations of external partners

Equity Considerations

None, expected to be a technical exercise.

Scope

Specific information provided by DEQ, ODOE, and ODOT will be limited to:

- Results of land use and transportation scenario planning conducted within metropolitan planning areas to reduce greenhouse gas emissions from light vehicles;
- New or revised federal and state laws or programs established to reduce greenhouse gas emissions from light vehicles;
- State plans or policies establishing or allocating greenhouse gas emissions reduction goals to specific sectors or subsectors;
- Policies and recommendations in the Statewide Transportation Strategy adopted by the Oregon Transportation Commission;
- Additional studies or analysis regarding greenhouse gas emissions from light vehicle travel, including but not limited to changes to vehicle technologies, fuels and the vehicle fleet; and
- Changes in population growth rates, metropolitan planning area boundaries, land use or development patterns in metropolitan planning areas that affect light vehicle travel.

Timeline: 9 months

FTE Required:

- DLCD 0.50 FTE
- ODOT 0.75 FTE
- DEQ 0.25 FTE
- ODOE 0.25 FTE

Roles and Responsibilities

- *Lead Agency* - DLCD
- *Supporting Agencies* – DEQ, ODOE, ODOT

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Agency Input		
a. EMC agency input on general scope of review including staff capacity and available data resources.	Lead: DLCD 0.50 FTE Support: DEQ, ODOE, ODOT 0.25 FTE	1 month
2. Background Material		
a. Greenhouse Gas Reduction Target Rules Review Summary Memo	Lead: DLCD 0.50 FTE Support: ODOT .25FTE	1 month
b. Greenhouse Gas Reduction Target Rules Review Overview Document	Lead: DLCD 0.50 FTE Support: ODOT 0.25 FTE	
3. Land Conservation and Development Commission Initiation		
a. Staff report and initiation of target rules review with commission at the June 2025 meeting	Lead: DLCD 0.50 FTE	2 months
4. Stakeholder Survey		
a. Online survey of local government and MPO partners focused on their experience in using the existing targets.	Lead: DLCD 0.50 FTE Support: ODOT 0.25 FTE	1 month
5. Technical Memo		
a. Draft Technical Memo – compilation of state agency technical review of state led action assumption. Submitted to agencies for review	Lead: DLCD 0.50 FTE Support: ODOT 0.25FTE	2 months
b. Final Technical Memo – compilation of state agency technical review of state led action assumption	Lead: DLCD 0.50 FTE Support: ODOT 0.25 FTE	
6. Land Conservation and Development Commission Staff Report		
a. Compilation of survey results and technical memo along with staff recommendation on any needed updates to targets.	Lead: DLCD 0.50 FTE Support: ODOT 0.25 FTE	1 month

Oregon Transportation Emissions Website

Objective

This objective of this task is to further develop the Oregon Transportation Emissions website information portal to incorporate the most recent progress of state and local actions towards STS implementation. ODOT, ODOE, DEQ, and DLCD work together to monitor implementation of the STS and track progress towards achieving the state's greenhouse gas emissions reduction goals in ORS 468A.205. Measures and indicators will be updated to best monitor the success of implementing the STS and associated actions in reaching the state GHG reduction goals. Tracking data will include historical data, as well as updates of projections of adopted plans reflecting new policies and investments relative to the STS Vision targets, and may include observed data (defined as "Metrics") where possible, understanding that some indicators (e.g., GHG emissions) will need to be modeled (defined as "Indicators"). The update will focus on new data collection and coordination to capture the full level of detail on the STS implementation actions and strategies, as well as expanding with new metrics and equity dimensions, as makes sense.

Monitoring is anticipated to be accompanied by communication with decision-makers, including background context and how actions and authorities must integrate to reach state GHG reduction goals, definitions and scales of the tracking metrics and indicators, as well as sharing key messages on how we are doing, how we might improve incorporating lessons learned during monitoring cycle. This may include identification of gaps, opportunities, and challenges, reflective of the evolving technologies, mixed authorities, and trends in the market and other outside factors. This online information portal is anticipated to leverage existing reports by various agencies, where possible, and updates that support decision-making cycles and future EMC work plans.

Description

The work conducted under this task will update the Plans & Trends reporting on the Oregon Transportation Emissions website with the most recently available information. The STS structure includes a vision scenario as a path to achieve the state's GHG reduction targets. The vision sets planned actions in the STS categories of actions that are tracked over time. The update will identify and review data for monitoring metrics (observed) and indicators (modeled), and associated definitions, scales, and timelines for STS implementation. This includes more subjective review and update by state agencies of the website Report Cards to track implementation efforts of the various STS categories of emissions reduction actions. Metrics and Indicators will be chosen to best demonstrate progress on state agency and local jurisdictions actions towards overall implementation of the STS. To expedite the reporting framework, reporting areas covering ongoing efforts will be detailed first, with remaining area gaps filled in later. In this way ongoing reporting will capture both current actions, and identify gaps for future STS implementation efforts at the state and local levels. The progress towards achieving STS implementation will be incorporated into the Oregon Transportation Emissions Website and communicated across EMC agencies, expanding transparency with decision-makers and the public.

Monitoring performance of two types of metrics are anticipated; understanding that the former are actionable but given future uncertainties, the latter is needed to ensure the actions remain able to achieve required GHG reductions given future uncertainties

- Progress on **Planned Actions** deemed necessary to reach the GHG emission targets, including Report Cards on STS category implementation.
- Progress on **GHG Emission** reduction targets, including initial and periodic reviews to assess the ability of the planned actions to reduce emissions in accordance with GHG reduction goals.

Opportunities

- Leverage existing monitoring and reporting work, i.e.; ODOT STS Monitoring, ODOE Biennial Energy and ZEV Reports, DEQ Annual GHG Inventory reporting, DEQ Clean Fuels program reporting, DLCD reports on housing production, Target Rule Review reporting and potentially new local agency CFEC performance monitoring.
- Integration into existing planning and reporting requirements and reporting cycles.
- Pull together various existing state agency datasets/programs in ongoing monitoring program.
- Integrate various data sources, leverage them for more complete reporting and with equity lens.

Challenges

- While STS trajectories for implementation were set over ten years ago, aggregating the STS category metrics has worked to keep each category of action on track. To date the STS has proven sufficiently flexible to continue to serve as the roadmap for GHG reduction activities.
- May lack new data for some metrics, and adding metrics to existing data collection may be politically challenging.
- The STS has distributed roles and responsibilities for development and implementation of the various emissions reduction actions.
- Tracking metrics will focus on overall statewide progress, not on individual projects or localities.
- Definitions vary across datasets and tools, may need to live-with these differences to quickly utilize available data.

Equity Considerations

Identification of reporting Metrics and Indicators should apply equity lens as makes sense. For example, tracking pricing policies and vehicle electrification could be stratified by income, place type (e.g., mixed use, suburban, rural), or demographic. Race and ethnicity will be harder metrics to track, but metrics may track progress in particular locations with concentrations of communities of concern.

Scope

The effort will draw on existing performance metrics, where available and suitable for this statewide look. The update will gather new data and metrics for reporting on the Multi-Agency actions and overall progress towards the STS vision.

- *Timeline:* Winter 2025 – Spring 2026
- *FTE Required:* Lead 0.50 FTE
Support 0.25 FTE

Roles and Responsibilities

- *Lead Agency:* ODOT for performance measure metric development related to STS implementation and Every Mile Counts multi-agency actions.
- *Supporting Agencies:* DLCD, DOE, DEQ depending on metric or indicator data needs for agency actions.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Multi-Agency update of Plans & Trends Scenario		
a. Update current and historic data, including post-COVID information b. Update to latest forecasts	Lead: ODOT 0.50 FTE Support: ODOE, DEQ, DLCD 0.25 FTE	6 months
2. GHG Emission Reporting		
a. Review updated STS progress charts and category progress b. Review website text related to emissions reduction reporting	Lead: ODOT 0.20 FTE Support: ODOE, DEQ, DLCD 0.10 FTE	9 months
3. Planned Action Reporting		
a. Update Report Cards b. Update website text related to planned action reporting	Lead: ODOT 0.20 FTE Support: ODOE, DEQ, DLCD 0.10 FTE	12 months
4. Maintenance and Updates, Inform Decision Making		
a. Maintenance and periodic updates as needed to text and metrics (e.g. annual/biennial data reporting without full update) b. Identify future opportunities for tracking STS implementation and to inform Every Mile Counts partnership decision making	Lead: ODOT 0.15 FTE Support: ODOE, DEQ, DLCD 0.05 FTE	12 months

Funding Handbook for Local Governments

Objective

The Every Mile Counts Funding Handbook for Local Governments helps connect Oregon's local governments with an extensive set of federal and state funding resources to help implement local climate and emissions reductions actions. This task will update and maintain the Every Mile Counts Funding Handbook for Local Governments hosted on the EMC website. New funding sources will be added as needed and funding programs that have closed will be removed. The purpose of this project is to connect local work on greenhouse gas emissions reductions with state and federal investments.

Description

The Statewide Transportation Strategy contains several strategies and actions to achieve emissions reductions from Oregon's transportation sector. These strategies and actions are held in the authorities across federal, state, and local levels of government.

Oregon state agencies have several programs across multiple state agencies supporting decarbonization of the transportation sector. These programs inform policy discussions, reduce vehicle miles traveled, make lower carbon fuels more widely available, lower the up-front costs to purchase zero-emission vehicles, and support widespread availability of charging infrastructure. The Every Mile Counts Funding Handbook for Local Governments aims to help connect Oregon's local governments with an extensive set of federal and state funding resources to help you implement local climate actions. This task will maintain and update the existing guide developed in 2024 with new or closed funding opportunities.

Opportunities

- Coordination among agencies on funding opportunities
- Linking local work with state and federal funding
- Low level of effort

Challenges

- Tracking funding sources

Equity Considerations

The guide includes several sources of funding that help local governments increase equitable outcomes.

Scope

DLCD in partnership with DEQ, ODOE, and ODOT will coordinate a semi-regular review and update of the funding handbook. Workload is expected to be minimal and consist only of staff time from EMC staff.

Roles and Responsibilities

- *Lead Agency:* DLCD
- *Supporting Agencies:* DEQ, ODOE, ODOT

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Maintain and Update Guide		
a. Review and update handbook as necessary	Lead: DLCD 0.10 FTE Support: ODOT 0.05 FTE	24 months